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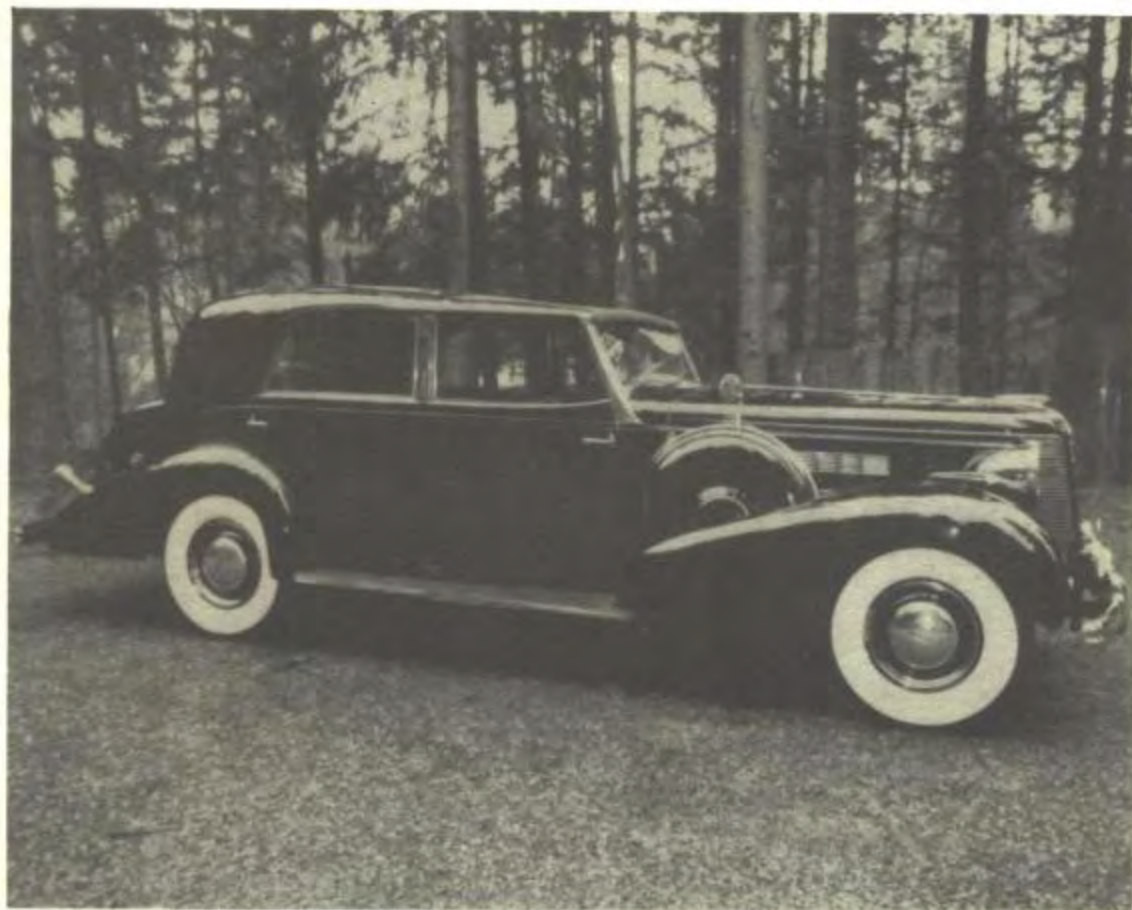
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# ≡ TORQUE TUBE ≡

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB



VOLUME XII • NUMBER 4 • MARCH/APRIL • 1994

BUICK  
1937  1938

# TORQUE TUBE

THE NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

VOLUME XII • NUMBER 4 • MARCH / APRIL 1994

## The 9th Cylinder

If you want to send me Ads, Articles etc., I now have a **FAX MACHINE** that is sharing my regular telephone line. To send me a FAX, dial my number **1-(415) 941-4587** and if a my wife or I answer, say you want to send a FAX and we'll start our machine. If no one is home, wait until the answering machine beeps after my message, then enter \*37 to start my machine. Start your machine when you hear my FAX tone. You can also send your FAX automatically by dialing my number without using your handset and then press "START" on your machine.

The November/December issue profiled member **Lars Gulliksrud (#1113)** and his 1937 Century Sedan Model 61. Lars, who lives in Oslo, Norway asked for help with a vibration problem he was having. In a recent letter, Lars said how happy he was to have received a reply from **David Bylsma (#117)** in Maryland and **Robert Pruckmuller (#802)** in New Zealand. As the club logo says, this is "**An International Club for the Preservation and Restoration of All 1937 and 1938 Buicks**". Thanks David and Robert for helping out a member so far away. This is really getting to be a small world! Also thanks to **Jerry Beall (#606)** for sending me a letter about his 1938 Century Phaeton Model 60C which I forwarded on to **Bill Denney (#863)** in Australia who is restoring a 38-60C. Bill found his phaeton incredibly in a creekbed.

**Bill Olson (#427)**, our former editor forwards me letters he receives relating to the club. One such letter of inquiry was from Herman Grothmann in Menlo Park, CA. This is only 20 minutes from my home, so I phoned him with information on the club and he has now joined. Instead of mailing him the back issues, I hopped in my 37-66S and delivered them personally.

His reason for joining the club was simply nostalgia. Unlike most of us, he does not intend to own a 1937 or 1938 Buick. He remembers them from the days of his youth and simply wants to hear about these cars he so admired.

Buick will be the featured mark for the first time in the 27 year history of the **Palo Alto Concours d'Elegance**. It will be held on Sunday May 29th at Stanford University in Palo Alto, CA.

The Buick factory will display a collection of Buick Rivas dating from 1963 to the 1995 luxury coupe. The '95 has been totally redesigned, it will be the centerpiece among other new Buick models in the Buick Pavilion open to the public on the Concours grounds.

There will be four Buick classes:

Class A1: 1905 - 1930

Class A2: 1931 - 1952 Straight Eight

Class A3: 1953 - 1976

Class A4: Riviera 1963 - 1976

Make plans now if you want to see a lot of Buicks. This should be a great show!



FOUNDED IN 1980 BY DAVE LEWIS





**Thomas Colbert (#800)** wrote to say he owns a 1939 Roadmaster Phaeton and is interested in all straight eights. Tom goes on to say all straight eight Buicks are brothers under the skin, within which beats the same heart.

He suggests changing to a Straight Eight Club which he feels would be more viable, have a better publication, better events and more contributors. This type of club will be needed as the BCA must inevitably focus more on the cars of the 50's, 60's and 70's. I believe Tom has brought up some valid points.

My personal feeling is that my main interest is 1937 and 1938 Buicks because of their styling and power. I like the feeling of sitting up higher than in my modern car, looking down the long hood, seeing the matching headlights and fender parking lights, the sidemounts and running boards, a beautiful woodgrained dash, floor shift, hydraulic brakes and yet having the power to easily cruise at 50 or 60 mph. So even though I also like to look at all Straight Eights, I'm more interested in and know more about 1937 and 1938 Buicks.

But the bottom line is that someone has to do the work of getting the magazine out. Personally, I do not want to take on a bigger challenge at this stage of my life. But if enough people would like a change and we can find someone to be the Editor, I would certainly help him get started. What do you think?

Received a letter from **Frank Wrenick (#25)** regarding **David Bylsma's (#117) "How I solved my Vibration Problem"** article in the last issue. David suggested that Special owners would benefit from changing their stock 4.4 rear end to a 3.4 ratio by using a 1955 Roadmaster rear end.

Frank says he changed his Special to 3.9 ratio from a 1937 or 1938 Century. He found normal level driving and cruising to be improved as engine rpm's were reduced. However, there is no free lunch. In hilly driving the car has lost its outstanding mountain goat ability that Frank so enjoyed. With the 3.9 rear, the car will climb reasonably well although he has to often drop to 2nd gear.

Frank thinks that going to 3.4 might be too low for the Special engine to perform adequately on hilly roads. An original 4.4 rear with an overdrive would be the best of all worlds in the 1938 Special.

Our best wishes for a speedy recovery go out to **Bill Denney (#863)** in Australia. Bill has a blood clot in his leg and they may have to operate. My wife and I plan on visiting Australia in November. I hope to visit with Bill to find out how he's doing and also see how his 1938 Century Phaeton restoration is coming along.

*Harry*

## ≡ TORQUE TUBE ≡

The **TORQUE TUBE** is published bi-monthly for the enjoyment of the 1937-1938 Buick Club. Membership dues are \$30.00 per year US, \$31.00 (US) per year Canada; for overseas and multi-year rates please contact the editor. All memberships run from September 1 to August 31 of the next year. Dues are not prorated; however, persons joining during a membership year prior to June 1 receive all issues since the preceding annual starting date of September 1.

*Please send all articles, ads subscriptions and inquires, etc. to:*

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## COVER CAR

FRONT & REAR COVERS. **Neal Gapoff's** (#526) former 1937 Town Car with custom body by French coach builder Franay. See article on page 14 about this interesting automobile. Incidentally, the 1994 June issue of *Classic Auto Restorer* magazine has an article and photo of Neal's rare 1935 Chrysler Airflow Coupe, an interesting automobile as well.

# TWO '38 CENTURIES



This gray 1938 Century Plain Back or Streamline Sedan Model 67 belongs to **Ted Farber** (#1006) of Glen Ellen, CA. It is one of 1515 produced and was owned and restored by former member Bob Pipkin. Six of our Club members own these models.



This black 1938 Century 2 Door Trunk Back Sedan is a rare body style. Only 1380 were made. This car was purchased in May, 1938 in Newark, Ohio and still displays its original AN-48 Ohio license plate. It has the very rare tinted glass option and 1940 fender skirts. It is owned by Bill Horak of Cleveland, Ohio. Bill has driven it to many Buick National and Regional Meets.



# SPARRER'S SPECIAL 46C CONVERTIBLE COUPE

By Lou Wildt (#245)

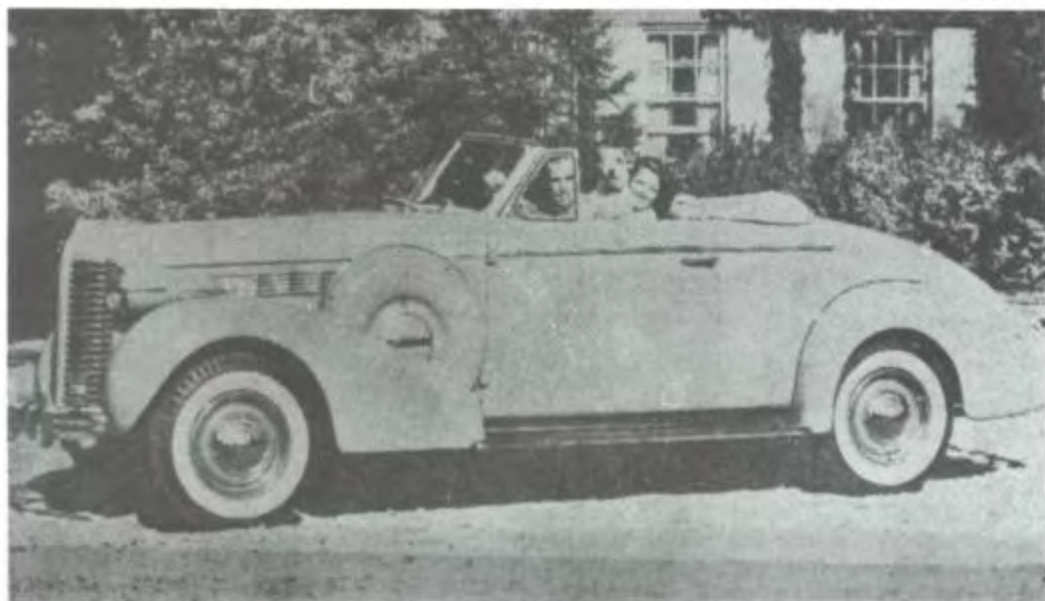


This 46C with Whistler Gray paint and optional Dante Red wheels was restored by **Lou Wildt** (#245) several years ago and now belongs to **Chuck and Jan Sparrer** (#931) of Salt Lake City, Utah. See Vol. IX, No. 8 of the **Torque Tube** for the story of their trip driving the car home from Ohio in March of 1991.



The dashboard was woodgrained by Benny Estes in Sarasota, Florida. As is correct for convertibles, the garnish moldings, rear view mirror and inside center windshield divider strip are all finished in chrome. It's difficult to tell in this photo but the car was factory equipped with dummy plugs to fill the three dashboard holes for the radio.

# THIS IS THE WAY BUICK PROMOTED THE 1938 46C



Here is what the car looked like new. This factory publicity photo shows a light colored car, probably Corot Beige, the lightest 1938 color. Unlike 1937 when all wheels were painted to match the body color, 1938 Buicks usually had an optional wheel color such as the Dante Red on Chuck Sparrer's car. Corot Beige cars however had only one correct wheel color, Bugatti Red. Bugatti Red is rust red, not unlike terra-cotta or plain brick, while Dante Red is a sporty fire engine red.



This factory photo shows a model tuning the radio. It is a 46C as the map light cover has "Special" with three stripes above it. The word "Special" and the three stripes were painted black on all 1938 Buicks. In addition, there are three horizontal grooves in the radio speaker grill, near the map light, that were also painted black.



# STILL BUICK'S MOST



The model illustrated is the BUICK SPECIAL, 4-door touring sedan—\$1047 delivered at Flint, Franderwille, special accessories extra

## END TO END, IT'S *Tomorrow's* PATTERN

New DYNAFASH ENGINE and TORQUE-FREE SPRINGING highlight host of features that make the 1938 Buick the most modern chassis in the world

THE inside talk along motor row was, what with strikes upping costs and all, the new cars wouldn't show much real change.

Maybe a little "face-lifting" on the grilles, some new millinery here and there, but no basic or decisive engineering advance.

Well, we wouldn't know about that. We were pretty busy when that talk was going on, tussling with the blueprints and the proving ground reports.

What we *do* know is that we got somewhere, and now in the 1938 Buick we can offer you today's most modern chassis: end to end crammed with the kind of engineering genius that makes your purchase money pay bigger dividends than ever before.

New?—it sparkles with new features—take that phenomenally able new engine—it's the only one of its kind in the world.

It's Buick's new DYNAFASH valve-in-head eight, and while performing prodigies of action it gets 10% to 20% more good from gasoline than other engines of its size.

Take TORQUE-FREE SPRINGING—those stout, shock-smothering steel coils that cushion rear wheels—that's new and likewise exclusively Buick.

That gives not only a lullaby level ride, but adds to rear tire life, reduces the risk of skids, puts car control more firmly in your hands, adds safety to comfort.

Packed between these stellar features is a score of others worth long study, if you are going to get the most for your money this year.

The style and size and rich comfort of Buick may be the visible ground for your choice, but the solid foundation of buying is the array of engineering advances enriching the 1938 Buick chassis and not to be had elsewhere at any price!



### EVERY SPARK SETS OFF A CYCLOPE!

Boasting 1600 cc. cylinder at speeds as high as 250 miles an hour, the fuel charge (A) strikes the Turbogluco (B) built into the piston and instantaneously...



### A SAFETY CUSHION ON EACH WHEEL!

Buick reinforces the usual type spring with this special spring of steel rolled steel and big shock-absorbing Transporter shock absorbers. Rapidly aligned...

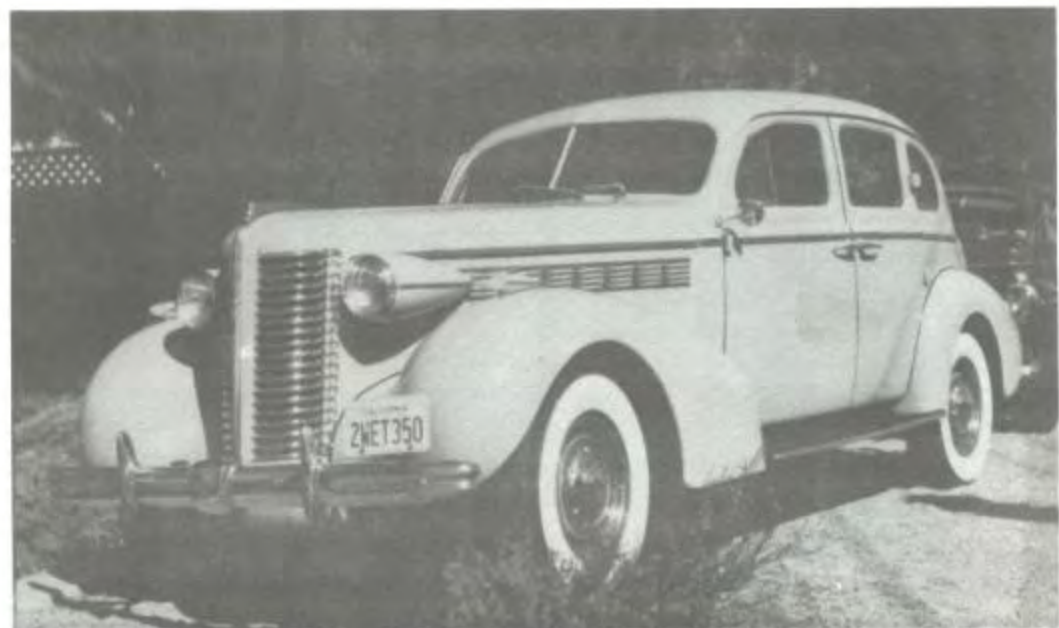
This period ad features a 1938 Buick Four Door Trunk Back Sedan Model 41. This was Buick's most popular car in 1937 and 1938. Eighty two thousand were made in 1937 and seventy nine thousand in 1938. Seventy seven current members own 38-41's and forty eight own 37-41's, making it the club's most popular car. The Model 41 sold in 1938 for \$1047, delivered at Flint with standard equipment (no radio, heater, sidemounts or other accessories). Note there is no front bumper medallion, or a hole for one, on the car in the Buick ad.



# POPULAR MODEL

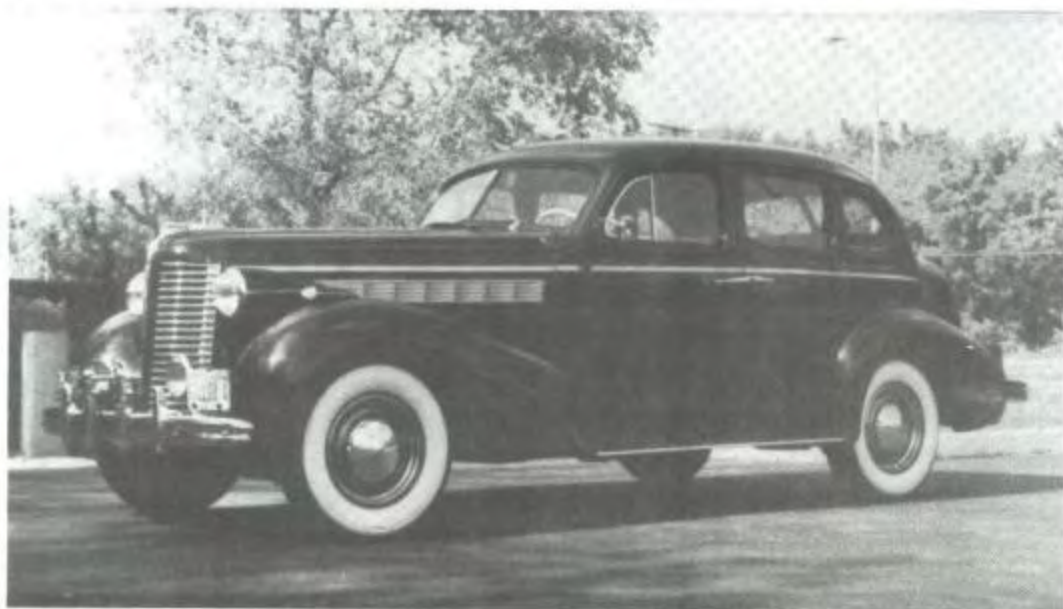


This 38-41 was offered for sale in the November/December issue of the *Torque Tube* by **Arthur Sommers** (#464) of Brick Town, New Jersey. Arthur says it is one of the best original Buicks around and still has its original upholstery, dashboard woodgraining and Whistler Gray paint. The bumper has a hole in the center with a chrome headed bolt in it ready to accept a medallion or grille guard.



This nice Corot Beige Model 41 still has its original Bugatti Red wheels. It belongs to **Melvin Dillard** (#1011) of Dublin, California. Note the bumper medallion. Not all Specials had this medallion. All the Big Series cars did except if the customer ordered the accessory Shark's Tooth Grill Guard at a cost of \$1.85.

# STILL BUICK'S MOST POPULAR MODEL



**John Gillio** (#1016) of Oak Forest, Illinois purchased this maroon 38-41 in May, 1992. It has 70,000 miles on it and appears to have an after market grille guard.



**James Rufener** (#767) of Eagan, MN. owns this black original 38-41 with 30,800 miles showing on the odometer. James says it's in excellent condition and that the motor was overhauled in 1992. It looks like the car has a 1937 Center Grille Guard.



# MY NEWEST ADDITION

By Lou Wildt (#245)

I had been looking for a 1937 or 1938 Century to use for touring. In May 1992 I ran across an ad for a 1937 Century 4 Door Sedan Model 61 that sounded interesting. I called and made arrangements to look at it.

The car was in Grand Rapids, Michigan. It had not been used for some time. I asked if I would be able to drive it home and the answer was yes. I knew better than to trust driving a car any distance that had been in storage and not used for a long time. To save having to make two 800 mile round trips if I did buy the car, I hooked up my trailer, picked up my grandson and we drove to Grand Rapids. The car was not as good as I had expected. The interior was gray Bedford cord but needed to be redone. The front seat was worn, the door panels and arm rests were water stained and in poor condition and mice had made the car their home!

The glove box interior was gone, the woodgraining had almost faded away. The front floor mat was an old piece of orange carpet. The original rear carpet was dirty and stained. The left front door window would only lower half way, the latch on one rear quarter window was broken. One stop on the rear door that prevents the door from opening too far was missing as well as the two defroster deflectors on the dash. The steering wheel was very bad but a remolded one came with the car. So much for the interior!

From 20 feet (7 meters), the outside looked decent. The paint was in poor condition. Insufficient base preparation and no removal of trim during repainting left numerous bad spots that were popping off and some of the paint was checking. Some rust around the rear wheel wells had been cut out and new metal welded in place. There was some rust out in the trunk area and on the door sills. The door sill trim was bad. The running board cores were shot and

in fact, one was replaced with plywood and covered with a rubber mat. The right front frame where the bumper bracket attaches was welded. Evidently wrecked at one time. One rear fender splash panel was missing and the other was not bolted to the fender skirt.

The engine splash pans were missing. The battery box under the front seat was gone and replaced with a 1938 battery box and battery under the hood. Most of the chrome and stainless trim were in good condition. The nose trim and emblem were excellent. The right side of the grill was cracked near the bottom and the emblem was missing. The left half was in decent condition.

The hubcaps should be replaced but would be good enough for touring. New running board trim came with the car. All the glass was good but the door glass channels needed to be replaced and some of the window glass rubber was deteriorated. All the headlight lenses were good.

Mechanically, the engine sounded good. The oil pressure was good but the engine was somehow out of balance and vibrated at some speeds (*Lars Gulliksrud in Norway has this problem with his 37-61. He's having his engine balanced.*)

The exhaust manifold was badly cracked, but the rest of the exhaust system was OK. It had a later model Carter carburetor, the vacuum start switch was replaced with a push button and a manual choke was installed. All the gauges worked except the gas gauge.

The windshield wipers did not work and none of the lights worked. The fender lights did not have the wires leading to them. The horn would not work. All the wiring was in poor condition. Some was cut and bypassed. A lot of it was wrapped with duct tape. It had a combination fuel pump, but the windshield wiper vacuum lines were blocked off.





# "...the generator was from a 1937 Terraplane."

The brake hoses looked old and the steel lines were rusty. A couple of lines had been replaced. The tires were oversized with good tread, but age had caused the rubber to crack. The front suspension appeared to be OK as well as the steering gear box and linkage.

Then I drove the car around the seller's place. For all its faults, it drove fairly well. The clutch had a little chatter and there was a little noise in the drive line. It shifted, steered, and braked OK except for the cracked exhaust manifold and the engine vibration.

After about 2 hours of climbing in, out and under the car, I was about to walk away and forget it when I decided the major expenses would be a new interior, running boards, tires and some chrome work. I could do the major part of the mechanical work and painting without too much expense. Also any car that I purchased, I would probably go through a lot of the mechanics anyway to be sure it was in good condition. With that in mind, I decided to negotiate. We came to an agreement and I purchased the car. I drove it onto the trailer, tied it down and headed for home with another project. If I had not had my trailer, I probably would not have purchased the car because I would never have attempted to drive it home or come back on another trip to pick it up.

I did not do much other than tinkering with the lights, wiring, horns etc. until 1993. I decided that I had better get started in order to have it ready for the 1937-1938 meet. I managed to make the meet but with much less accomplished than I had planned.

I replaced a lot of the wiring and taped some

of the old wiring. I replaced rusted out sockets in the fender lights, rewired the lights, replaced bad bulbs and checked for bad grounds. I installed the new steering wheel, repaired the horn button and replaced one horn.

Under the hood was a small set of musical horns, a small siren and a wolf whistle. I removed them all. With the lights working and on, the generator output was not enough to charge the system. I cleaned up the armature and tried to adjust the voltage regulator. It helped but the output was not enough for night driving. The voltage regulator was some after market type and the generator was from a 1937 Terraplane. I would replace both later.

I fastened down the rear fender splash pan and made a new brace for the missing one to keep the fender skirts from moving. A check of the fuel gauge revealed the tank sending unit was not properly grounded. The problem was really that the gas tank was not grounded. And after grounding the tank, the gauge worked.

The vibration in the engine was eliminated by placing weights on

the flywheel. By now I had lights, horn etc. and the car was OK except for the cracked exhaust manifold.

I decided to replace the interior since it was the slow season for the upholsterer. I started to drive to the shop but while still in the driveway I noticed a wet spot on the ground. The fuel pump had developed a leak. Onto the trailer went the car for the trip to the upholstery shop. They removed the old interior for patterns. With the upholstery out I brought the car home to replace the door glass channels, clean up and paint the floor pan and paint the door jambs. Since I was not going to show the car, I decided to remove the dash and paint the dash and garnish moldings black to match the exterior until when and if I have it woodgrained. I also made and installed a battery box so that I could move the battery back to its original position under the seat. After the trip back from the upholstery installation, I installed an electric fuel pump. This aggra-





vated my low charging problem. I removed the leaking mechanical fuel pump and found it to be for a 1939 Buick. I had it rebuilt. Now I had a good vacuum supply for the windshield wipers. I installed new vacuum lines and got the wipers in operation.

I still had not checked out the braking system. There was a little leakage around the master cylinder. I started pulling wheels and brake drums. I found loose linings on the shoes. The rivets were too small to secure the linings tightly to the shoes. Inspection of the wheel cylinders revealed all were badly pitted. The master cylinder was also badly pitted. A check revealed that it was for a 1936 Buick. All cylinders were replaced. Most of the steel lines were rusted and paperthin so they were replaced. The front brake hoses and the one on the torque tube were replaced with new ones. I could not find a replacement for the hose from the master cylinder to the frame, so I had a local hydraulics shop cut off the old hose end fittings, braze new fitting that would match their hose fittings to my old line ends so that I could attach their new hose lines to my original hose ends.

The parking brake cables were all frozen. I removed them and was able to free up the cable from its handle to the underside of the car. The 2 cables to the rear wheels were frozen and beyond repair. I found 2 new cables for a 1940 Olds. They were the same except the stranded cable was longer. I cut the cable to shorten it and installed new stops on the end. What started out to be a simple brake inspection wound up being a complete repair.

I purchased a new 6 volt battery for under the seat and made new cables so that I was able to remove the old long battery from under the hood.

Time was running short for making the '37-'38 meet. I still had a cracked exhaust manifold so I removed the manifolds. However the 1937 exhaust manifold would not fit my intake manifold. I knew the carburetor was from a 1952 Buick. Evidently both the intake and exhaust manifolds were also 1952 Buick. What now? I had a 1941 compound carb set-

up in the garage so I decided to put it on. Since it required special linkage, the quickest and simplest thing to do was to block off the rear carburetor, extend the present throttle linkage to the front carburetor, leave the push button starting system and the manual choke hook-up in place.

Now a new exhaust pipe had to be made because of the 2 separate exhaust outlets on the manifold. So off to the muffler shop. (yes, I thought about dual exhausts) I stayed with the single exhaust. I had installed a pair of large Guide driving lights. I was still not satisfied with the low output of the 1937 Terraplane generator and the questionable voltage regulator, so I decided to replace both with a

6 volt alternator with a built in regulator. This required making a new bracket and taking an old generator pulley and cutting off its cooling blades so that I had a pulley that would match the "V" belt grooves of the crankshaft and water pump pulleys.

I was concerned about driving to the meet with the old tires. The morning I was to leave, I decided not to trust the tires. So I removed the Skylark

wire wheels from my 1956 Buick and put them on the 1937 for the tour.

Off to the meet I went looking a little like a street rod with the Skylark wheels, dual carbs and a 6 volt alternator. With the meet over comes decision time. Do I complete the dual carb set up and keep the alternator or do I go back to original?

I guess it will hinge on how far I go in getting the car cosmetically restored. I still have a lot to do but since I am interested in a tour car as opposed to a show car, a lot of the items will be left as they are for the time being.

*Pictured above is Lou's Century with after market folding canvas awnings for the door. They are unusual and rare. They're held on with set screws like side view mirrors.*



## Century with Wings!

# SURE IS.

By Wayne & Ann Yonce (#1034)



## **Wanted: Unrestored Buick Convertible, 1931-1938. PH: 866-4387**

This ad in the Los Angeles Times twenty years ago brought us and our car together. I had placed this ad in the hopes of locating a Buick to restore. The ad was seen by a used car broker, who called and said that he knew of a Buick Roadmaster. He was not sure of the year or even if it was for sale, but he would contact the owner.

About a week went by and I'd pretty much given up on anything happening when he called asking if I'd like to see the car. "Sure, where is it?" "Where, well where would you expect to buy a Buick but from an original Buick dealership!"

The next day I left work early to go look it over. The broker met me there and got the key to the show room of the original dealership which by now was a body shop.

Once inside there it was!!! A 1938 Buick

Special Convertible and....with sidemounts!!!

It was far from being in mint condition, but it was almost all there. Worn out, but all there. Perfect for a ground up restoration as nothing was good enough to use as is. The top was in shreds, but the hardware was all there, down to the wing screws that lock the side rails in place. The original blue leather on the seat had shrunk and was torn, but enough was left for an accurate re-upholstery job.

The firewall had several extra holes from the different heaters installed over the years. The firewall ID tag had been removed and was in the glove box along with the sidemount locks. The ID tag showed the car was originally painted in #521 Homer Gray Metallic.

The paint looked like it had been put on with a whisk broom and a couple of fenders looked like someone had used what skills they possessed and pounded the dents out with a sack of walnuts! But it still looked good to me.

I was soon in the office of the agency with the owner signing the same sales forms as if I were buying an ordinary automobile and not



buying a dream. The dealer had acquired the car, planning to restore it himself, but had never found the time to do so.

I bought the car "as is" without even knowing if it would run, but the following Saturday after a couple of hours work, I was able to drive it home. One of the rotted radiator hoses burst and was replaced by an amused service station attendant. I worried about the bald tires, which were so cautiously inflated, but they made the 20 mile trip safely.

After a few neighborhood rides, the car was backed into the driveway and the restoration began. For the next two years that Buick dominated my life. Every weekend and evening was spent working on it and the rest of the time I bored everyone talking about it. Even devout old car nuts avoided me!

Without going into too much detail, I'll just say the car got what it needed and it needed a lot. All the mechanics were rebuild and all the bright work replated. The body parts were disassembled with each section, including fenders, hood, doors, etc., being stripped to bare metal. Several coats of primer were then block sanded smooth before my son Ken applied the 3 1/2 gallons of Corot Beige Nitrocellulose Lacquer.

The fun really begins when you start putting all the pieces back together. The engine was back in and sounded great. All the parts that had been stored in the attic and under the beds were dug out and installed. By the time I had put the front seat, newly redone in brown leather, back in its place, it looked like a car again.

I had planned to spend the remainder of the day assembling the rechromed top hardware, but my wife said: "Looks like we could go for a ride now". I realized then that we had finally reached that point.

So we took a 15 mile trip, watching the gauges, listening for noises and returning the

waves of the other motorists. We visited some friends, took in their kind words of praise and headed home knowing what this rewarding hobby is all about.

Is it hard work? Is it fun? Is it budget busting? Is it worth it? **SURE IS.**

(Ed. This article first appeared in the April, 1976 issue of the Buick Bugle. Wayne adds the following update).

Since completing the restoration in 1975, the car has had more than its fair share of glory. Besides being on the first color cover of the **Buick Bugle**, it was on the cover of **Motorland** the Northern California AAA magazine and is in the group photo of antique Buicks in the 1978 Buick sales brochure. It is also in Automobile Quarterly's **Buick, the Complete History**. It was also in the book **General Motors - The First 75 Years** and on **Automobile Quarterly's** Buick posters.

In 1977 I was lucky enough to find the



correct rear window frame. The original window had been discarded years before when a large plastic one was installed.

In 1990 the engine, which had been rebuilt during restoration started making expensive noises. We went through it again, this time replacing

the babbitted rod bearings with inserts. At the same time all the reproduction rubber parts.....motor and transmission mounts, bushings and pads that were not available in 1975 were installed along with new tires.

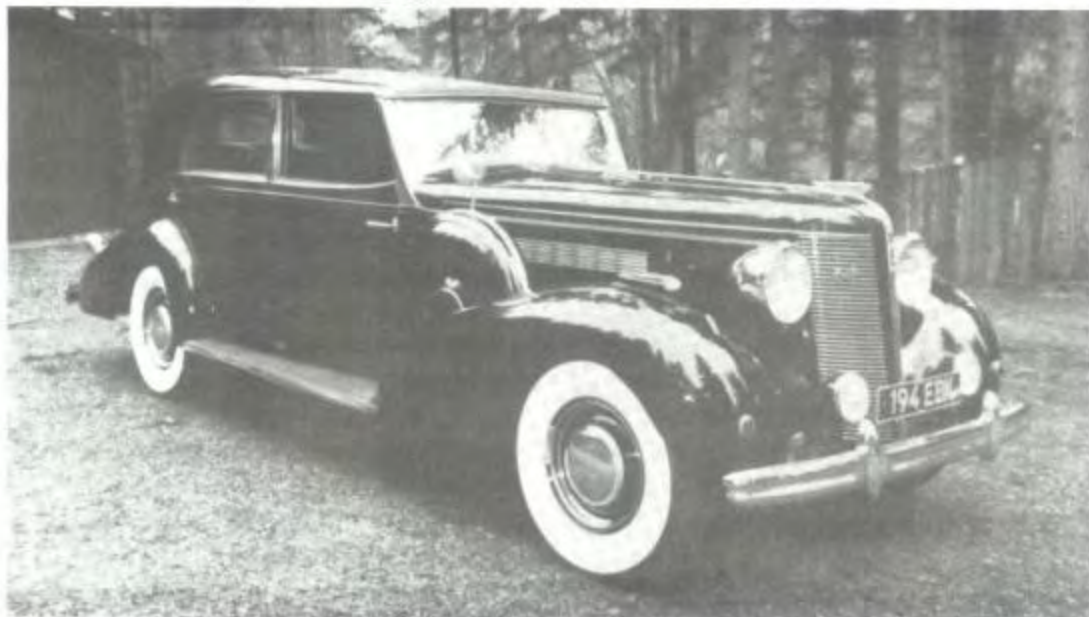
The biggest improvement was the Century 3.9 ring and pinion gears. What a difference that makes for highway touring! When we drove to Yosemite National Park for the All GM Fun Run last year, we found there was still plenty of high gear power for climbing mountain grades.

A new top & paint job would improve it but mechanically it's better than ever.

# SURE IS.

# FRENCH CUSTOM COACHES

By Neal Gapoff (#526) and J.W. Pascoe (#881)



## 1937 Buick 80 Franay Town Car

This 1937 Town Car with custom body by French coach builder Franay was brought to the US. in the mid-1980's by Tom Crook, a dealer in classic cars in Washington state. **Neal Gapoff** (#526) here in the San Francisco area bought it from him and has since sold it to a collector in Utah. Neal knows nothing of its history, but assumes that it was one of the very few chassis and cowl units exported in 1937 and then custom bodied by Franay in France. The Buick headlights have been replaced with British 1930's style ones. The roof over the chauffeurs compartment is removable.



The interior is tan with black or dark blue piping. The wood trim appears to be rosewood. The steering wheel is 1938 with a 1937 horn button. There is a roll up division window and two jump seats which fold into the center division when not in use. Neal says the car is a real show stopper.

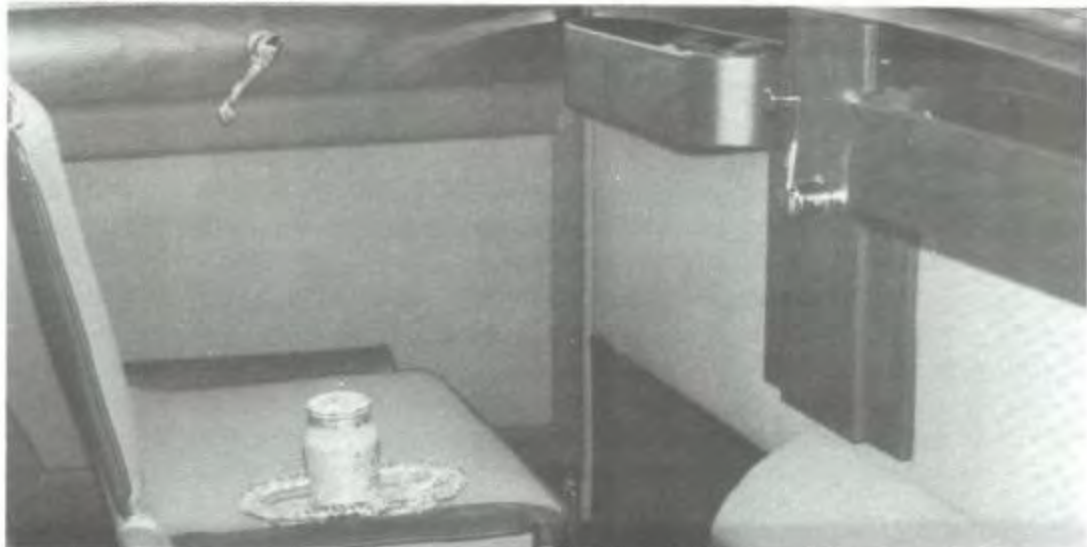


# BUILT ON BUICK CHASSIS



## **1938 Buick 90 Binder Sedan De Ville**

This 1938 Buick was custom bodied in France by coach builder Henri Binder. It was purchased in 1990 by **J. W. Pascoe** (#881) of Escanaba, Michigan from the estate of Ernest Stern. Mr. Stern brought it to the US. from Europe in 1971. Weather protection for the driver was by a removable leatherette top and roll up windows. It is pictured before restoration on page 170 in the book *"Seventy Years of Buick."*



The Buick has an open driver's compartment for the chauffeur, a division window, leather front and broadcloth rear upholstery with leather inlays. Walnut trim is used extensively on the doors and vanities. Note the folded up jump seat in the foreground and the large handle for raising and lowering the division window. Mr. Pascoe reports that this is a fine car and a real head turner plus a pleasure to drive.









## AUXILIARY FUEL PUMP INSTALLATION

By Paul Clark (#774)

After letting your car set for a long time, have you run down your battery hoping the mechanical fuel pump would replace the gasoline that evaporated from the carburetor bowl? Well, that was my problem on several occasions. Some members of the Southeast Michigan BCA suggested I install an electric fuel pump in line with the existing pump. This is how I did it.

Materials included a NAPA electric fuel pump No. 95-EP11 (NAPA #P60379), a Universal Gas Filter No. GF-61, a toggle switch, inline 5 amp fuse, 10 feet (3 meters) of No. 16 wire, 5 feet (1.5 meters) of hose suitable for gasoline use and four small hose clamps.

Disconnect the battery first and then make sure there is very little gas in the tank, a few gallons at the most. Caution...after the fuel line is cut, a siphoning effect may cause more gas to flow out at the point of cutting than was in the fuel line.

I jacked the right side of the car up high enough to allow use of a hack saw blade in a holder to cut the line or use a tubing cutter. The best place to locate the pump is on the passenger side of the "X" frame member. I drilled through the frame, cleaned the surface for a good ground and secured the pump using four bolts, nuts and lockwashers rather than the self tapping screws provided. It was also necessary to first remove the pump head, rotate it 180 degrees and reassemble it to get the inlet and outlet in the correct position.

Next, I cut the fuel line just forward of the curve in the frame over the rear axle and at a spot to the right of the battery location (Ed. Paul is referring to a 1937 Buick Sedan). After the gasoline stopped draining, I completed the

cuts, removed the burrs and cleaned the outside of the cut ends with emery cloth.

The fuel filter (*optional*) was installed at the inlet to the fuel pump using the short tube and two clamps provided with the filter. A hose about 2.5 feet (76 cm) long was then installed running it between the top of the frame and the underside of the body to the supply end of the cut fuel line and to the inlet of the fuel filter and connected with two hose clamps. The second hose about 2.5 feet long was clamped to the discharge outlet of the fuel pump, run between the body and frame and clamped to the existing cut line going to the mechanical fuel pump.

Finally, I connected the 16 gauge wire to the terminal on the fuel pump, ran it through the existing spaces and holes toward the starter. From there, I ran it up the firewall, through the same hole that is used for the water temperature line and connected it to the inline fuse. At that point a 3/8" (1 cm) hole was drilled in the lower part of the dash directly below the cigar lighter. After mounting the toggle switch in the hole and connecting the wire from the inline fuse, the last piece of wire was installed between the toggle switch and the hot side of the ignition switch.

To use the electric pump, turn the toggle switch on and listen for the pump making a clicking sound as it pumps until the clicking finally stops. Then turn the switch off, pump the accelerator pedal three times and turn the ignition switch on. Press the accelerator pedal (or the push button if this is how your car starts) to the floor and start the motor. This procedure is only necessary when the car has set for several days or a longer period of time.



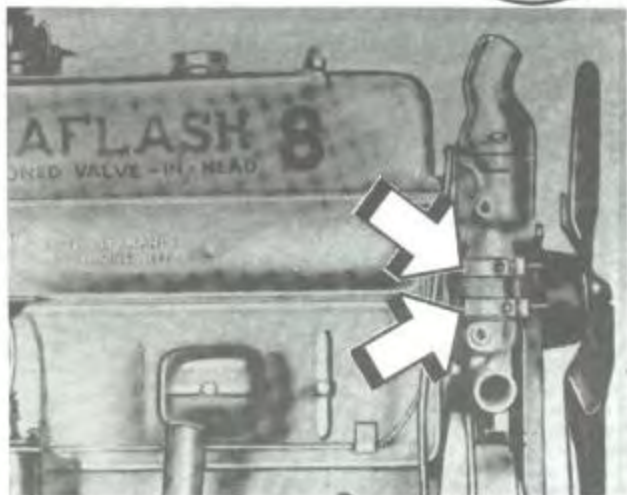


## LOCK ROLL OR WIRE RADIATOR HOSE CLAMPS?

By Harry Logan (#651)

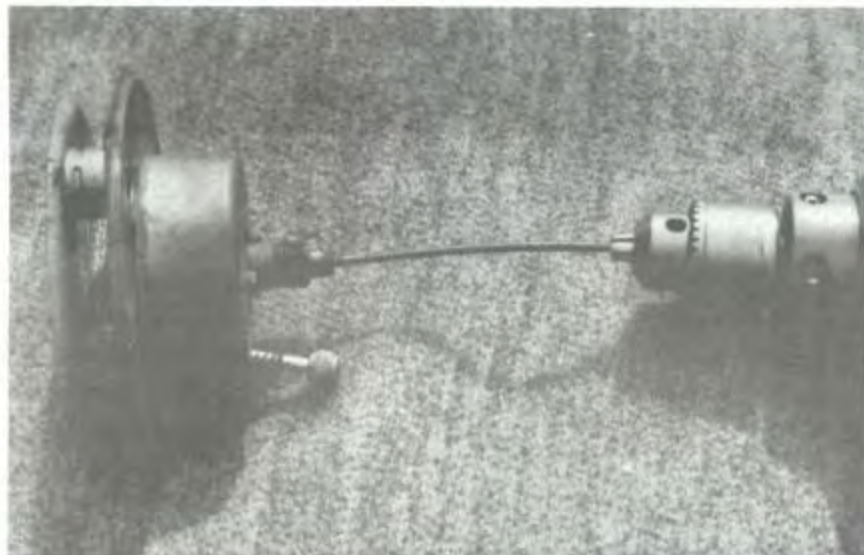
This photo of a small series engine is from the 1938 Shop Manual, page 103. It shows the "lock roll" hose clamps in use. The back cover of the September/October issue of the Torque Tube shows a factory photo of a 1937 big series engine with these same hose clamps. Every factory photo I have shows 1937 and 1938 motors with these "lock roll" clamps. None shows the use of wire hose clamps. That is why I believe the "lock roll" clamps are correct for our Buicks. These are available from Bob's Automobilia. (See page 31)

## Technical TIPS



## TESTING YOUR SPEEDOMETER

By Harry Logan (#651)



You can test your speedometer and odometer by using a variable speed drill and a short piece of speedometer cable. It's easy to remove the speedometer from the dash, just unscrew the cable and remove three screws and out it comes. I'd recommend disconnecting the battery first so you don't short anything if the screwdriver blade touches a "hot" wire. (You could probably test the speedometer without removing it by getting under the car, unscrewing the speedometer cable from the

transmission and connecting the inner cable to a reversible, variable speed drill. You'd also need a helper to watch the speedometer).

Insert the squared end of the cable in the speedometer and the other end into a variable speed drill. **BE SURE THE DRILL IS SET IN REVERSE.** Then slowly increase the drill speed and the needle should come up. You can easily check it over its complete range. You should also see the odometer numbers move, especially the trip odometers tenths digit.

My speedometer was making a noise and the needle was bouncing around and not steady. I thought it was the speedometer, but the problem was actually a dry speedometer cable. After pulling the center cable out and lubricating it, the problem disappeared.

The local speedometer shop recommends StaLube Cable grease. They also told me NOT to use too much grease as it can work its way up inside cable and into the speedo.

# Technical TIPS

## HERE'S THE BEST I'VE FOUND IN NEW SIDE VIEW MIRRORS

By Harry Logan (#651)



The 1938 Buick Accessory Facts Book lists a peep mirror but did not show a side view mirror. The peep mirror is small and clamps on to the rain gutter above the driver's wind wing. This is what I had on my 1938 Chevrolet, but I prefer the larger side view mirror as I think it looks more attractive and works better.

Recently I came across a 1938 Cadillac Accessory Data Sheet (see right hand page) showing a side view mirror (Cadillac called it a Hinge Mirror). It is nearly identical to the one **Bernie DeWinter** sells. I ordered one from Bernie and find it makes a great improvement to my car. I have an original 1930's after-market side view mirror, but Bernie's works much better. I highly recommend it. The cost is \$65 including shipping.

**Bernie can be reached at:**

**3084 Regent St.  
Dayton, Ohio 45409  
(513) 298-1143**





## CADILLAC ACCESSORIES • HINGE MIRROR

### CADILLAC HINGE MIRROR



**T**HE new Cadillac Hinge Mirror is an important driving safety aid. It enables the driver to see the otherwise blind left rear corner of the car, and is invaluable under every highway or traffic condition.

The mirror is 4½ inches in diameter and gives the same rearward view as does the standard rear view mirror mounted in the center of the car. This is a distinct advantage because if the hinge mirror were of the reducing type, the driver would have difficulty in judging the distance of objects behind him.

The new Cadillac Hinge Mirror is constructed from highly polished stainless steel. It fits snugly in place and is formed to fit the contour of the door about four inches above the window sill.

The hinge mirror may be held in place either by two chrome-plated bolts or a concealed clamp which fits on to the front edge of the door pillar. When installed with bolts, the hinge mirror is

held rigidly in place and is practically theft-proof. The mirror kit includes full directions for the complete installation and location of this accessory.

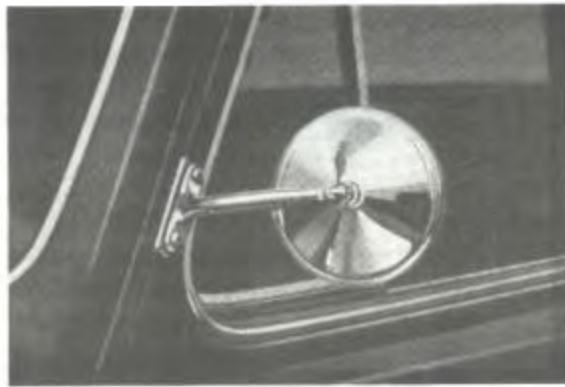
The clamp, as shown, is particularly desirable for placing hinge mirrors on demonstrators or show cars as it may be easily removed and leaves no marks on the finish of the car. The mirror may be clamped or bolted on customers' cars, whichever is desired, but the bolt method is recommended in order that maximum rigidity and protection may be secured. Due to the construction of the front door pillar on Sixty Special bodies, the hinge mirror *must* be bolted onto these models.

The construction of the mirror is very rugged with its heavy steel bracket and large seated ball and socket swivel joint that allows it to be turned in any direction, yet holds its adjustment indefinitely.

The mirror itself is the finest quality heavy plate glass, thoroughly silvered on the back so as to give a clear, undistorted view of the road behind. This mirror is adaptable to all cars that have the front doors opening toward the rear.

#### Ordering Specifications

Part Number	Description	Series	Installed Price
1425809	Hinge Mirror	All . . . . .	\$4.50 (Local Tax Extra)





# Parts

# FOR SALE

• Parting 1937 Specials, Models 41, 46, 47.

Also a 1937 Limited and a 1938 Special Model 41.

The following is just a portion of the available parts.

'37 Special Parts:

Spark Plug Covers.....	\$ 35.
Steering wheels.....	\$ 25.
Horn Ring.....	\$ 50.
Sun Visors.....	\$ 10.
Heater.....	\$ 50.
Head Light Buckets.....	\$30. pr
Left Front Fender, like new.....	\$150.
Upper Sidemount hardware, both sides.....	\$ 50.
Right Sidemount face plate, complete.....	\$ 75.
Trunk lid.....	\$ 50.
Flat back Trunk Lid.....	\$ 75.
Right Rear Fender, dents but no rust.....	\$ 50.
Trunk Lights.....	\$ 40.
Splash Pans.....	\$ 30. pr
Fender lights.....	\$ 65. pr
Tail Lights, all series.....	\$ 75. pr
Transmissions.....	\$ 75.
Rear Ends.....	\$ 75.

• 1937 Roadmaster and Limited Parts

Transmission Mount.....	\$ 25.
Limited Left Side Mount Cover.....	\$150.
Roadmaster Sidemount Covers, complete.....	\$400. pr
80-90 Sidemount Fenders, rust free, complete.....	\$400. pr
Limited Rims.....	\$ 35. ea
80-90 Left Rear Fender.....	\$ 75.
Steering Sector.....	\$ 35.
Sun Visors.....	\$ 10.
Sill Plates, set of 4.....	\$ 25.
Front Vent Windows.....	\$ 25. ea
Rear Vent Windows.....	\$ 25. ea
Jump Seats, complete.....	\$ 75. pr

All Parts Plus Shipping

Dave Tacheny (#997)  
11949 Oregon Ave. N.  
Champlin, MN 55316 (612) 427-3460



## EDITORS NOTE

If it's easier for you to place a Phone Ad, just call and dictate it to me. Or you can now Fax me at the same number. My number is (415) 941-4587 day or evening or leave it on my answering machine if I'm not home.

# Parts FOR SALE



### • 1937 Buick 40 & 60 Series Used Parts

Oil pump (40).....	\$15.
Flywheel Cover (40).....	\$10.
Crankshaft Pulley (40).....	\$ 6.
Timing Chain Cover (40).....	\$ 6.
Rocker Arm Assembly Complete (40).....	\$20.
Rocker Arm Cover (40).....	\$15.
Engine Side Cover (40).....	\$ 8.
Breather Pipe (40 & 60).....	\$10.
Timing Chain (40).....	\$10.
Cam Timing Gear (40).....	\$10.
Pushrods (40).....	\$ 2. ea
Thermostat Housing (40 & 60).....	\$ 6.
Master Cylinder, needs rebuild, (40 & 60).....	\$ 8.
Fuel Pump (40).....	\$10.
Distributor (no cover, use for parts) (40 & 60).....	\$ 6.
Head Light Switch, no circuit breaker.....	\$ 6.
Assist Strap Brackets.....	\$ 3. ea
Hood Handle (fair).....	\$ 3.
Outside Door Handles.....	\$ 5. ea
Parking Brake Handle.....	\$10.
Cigar Lighter, good knob, cond. unknown.....	\$ 7.
Dome Light Plastic, repro.....	\$ 5.
Dome Light Switch Cover Plate.....	\$ 3.
Window Frames.....	make offer
Speedometer cable.....	\$10.
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Clutch & Brake Pedals (40).....	\$10.
Floor Plate between Pedals (40).....	\$10.
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Belt Molding Set, no hood pieces, only one cowl piece.....	\$15.
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Front Bumper Brackets, one needs straightening.....	\$25. pr
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Front Brake Drums (40).....	\$15. ea
Tie Rod (40).....	\$15.
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Leo Amarantes (#105)

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# Parts

## FOR SALE

### • 1937 ROADMASTER Parts

Original material removed from back seat upper cushion and folding arm rest. Will also fit a 90 Series car. Excellent original blue-gray Bedford cord including the welt.....\$60.  
Roadmaster Sidemount Fenders and tire supports. No covers....\$300. obo  
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### • 1937 & 1938 Parts

1937 90 Series Grill Housing in good shape with 2 dents.....\$100.  
1938 Left Running Board, 63" long measured at outer edge.....\$ 75.  
1938 Century Hood Halves, no center hinge, excellent.....\$150.  
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### • 1938 CENTURY Engine & Transmission

Includes starter, generator, water pump, distributor, manifolds and the correct carburetor. Also rebuilt clutch and pressure plate. This motor has been rebuilt and fully assembled at Egge Machine Co.....\$4,200.  
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## Cars



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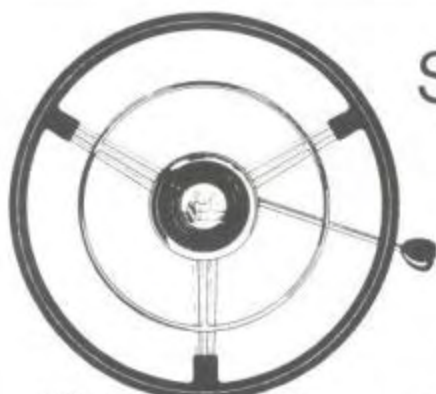
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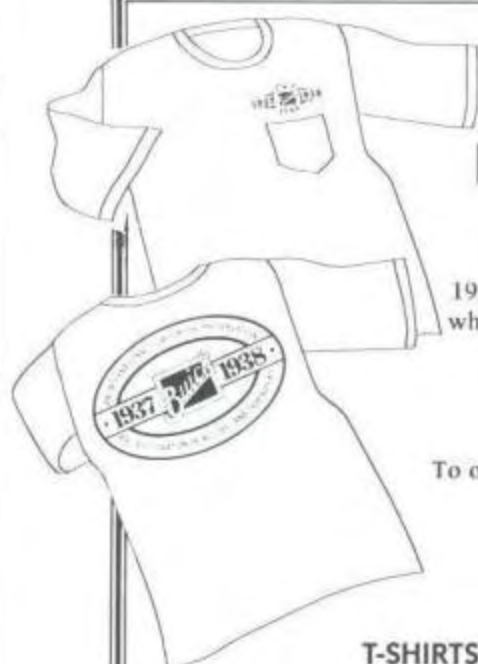
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Back of GLASS in COLORS as

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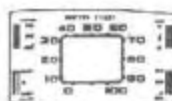
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1938.....SPEEDO DG-38.....\$38.

.....RADIO.....RG-38.....\$23.

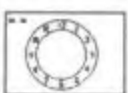
.....CLOCK.....CG-38.....\$28.



PLASTIC DASH KNOBS DK-37(38).....\$6.

PLASTIC DOOR HANDLE and Window

Winder RINGS.....HE-37(38).....\$4.



### OUTSIDE DOOR HANDLE CHROME

and RUBBER GROMMETS.

1 FERRULE & 1 GROMMET Per Set.

1937.....DGF-296.....\$5./Set

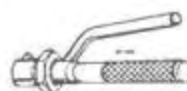
1938.....DGF-380.....\$5./Set



### DOOR FERRULE INSTALLATION TOOL

\$20. Refundable if Returned Within

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DL-368.....\$65.



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ROUND PADS.....SP-338.....\$10. pr.

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Chrome Plated.....\$150. pr.



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16" WHEEL TRIM RINGS-TR-16S.....\$89./Set of 4

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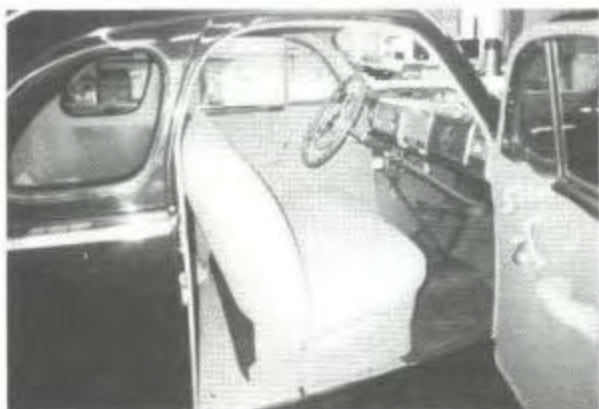
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